

BASS, LIGHT
GRAVITY ALE
\$2.50 For Dozen Pints
IND. COOPE'S STOUT
\$12.25 For Dozen Pints
H. Price & Co.,
493

The China Mail.

ESTABLISHED 1845.

CANADIAN
CLUB
WHISKY
\$20.00 Per Dozen
H. Price & Co.,
493

No. 13,114

號二十月四年五零百九千一英

HONGKONG, WEDNESDAY, APRIL 12, 1905.

日八初月三年巳乙

PRICE, \$3.00 Per Month.

MAEWEEN, FRICKEL & CO.

FORWARDING DEPARTMENT.
REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment & Transshipment.
Estimates for Freight and other charges
upon receipt of Public Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1815

Wanted.

WANTED.

FROM July next, FOUR OFFICES,
must have central position.
Apply to
Care of 'China Mail' Office.
Hongkong, April 11, 1905. 760

WANTED.

A Good SECOND-HAND TYPE-
WRITER—Chop. B.
Apply
Care of 'China Mail' Office.
Hongkong, April 11, 1905. 762

WANTED.

ONE or Two TENNIS COURTS, in
Hongkong or Kowloon.
Apply
Care of 'China Mail' Office.
Hongkong, April 10, 1905. 744

WANTED.

A Good EUROPEAN BAKER, who
understands the making of Fancy
Cakes and different kinds of Cakes.
Good Salary will be paid to First-class
Man.
Apply to
H. BROWN & CO.,
The American Bakery,
82 & 83 Praya East.
Hongkong, April 10, 1905. 764

WANTED.

A N EXPERT TYPEWRITER, good
Salary to a quick worker.
Apply to
JOHNSON, STOKES & MASTER.
Hongkong, March 31, 1905. 651

Intimations.

TO ENGINEERS & SHIPBUILDERS.

TENDERS are invited by the SHANG-
HAI LICENSED PILOTS AS-
SOCIATION for BUILDING a STEAM
PILOT BOAT for service on the Lower
Yangtze.
Tenders will be received at the Offices of
the ASSOCIATION, 5, PRING ROAD,
SHANGHAI, until TUESDAY, Noon,
May 2nd, 1905.
For particulars, apply to
W. E. KENT, H.M.S.,
"Emp. of India."
Hongkong, April 11, 1905. 763

LOST.

A GREEN PARROT, South side of
Peak. If found kindly inform Miss
DIXON, No. 82, The Peak. Finder will
be well rewarded.
Hongkong, April 11, 1905. 764

COMPAGNIE FRANCAISE DE NAVI- GATION ET DE CONSTRUCTIONS NAVALES.

On and after SUNDAY, 12th APRIL,
the French Steamers **CHATELAIN**
HARPOIN and **PAUL BEAU** will
leave the wharf at 9.30 p.m. for Canton,
every night, except Saturday.
For particulars, apply to
MESSAGERIES MARITIMES,
3, Queen's Building.
Hongkong, April 7, 1905. 733

THE POPULAR SCOTCH

IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the leading Hotels and
Restaurants and to be obtained from LANE
CRAWFORD & Co., Queen's Road,
Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS. OFFICES & STORES:
KOWLOON BAY. No. 20, CONNAUGHT ROAD.
Hongkong, March 1, 1905. 410

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,983 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain R. D. Thomas.
s.s. FATSHAN, 2,280 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSAN, 1,985 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,985 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Monday, Wednesday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.
JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE KWO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain J. Willox.
s.s. NANNING, 589 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 6, 1904. 1635

DON'T WORRY.

If You Want Solid Comfort,
Bath Up (The Post) and Down,
There's but One Way to get it.
In This Man's Bloomin' Town,
"BUY HARRIS-KENNEY CHAIRS."
13, SHAUKIWAN ROAD. Tram Passes the Door.
Hongkong, March 8, 1905. 19

NOTICE.

THE Business of a Solicitor and Notary Public heretofore carried on
by me at Nos. 39, 41 and 43, Des Voeux
Road, under the name of GEO. K. HALL
BRUTTON, will, as from this date, be
carried on under the name of BRUTTON,
HEAT, and COLLIER.
(738) K. HALL BRUTTON.
Hongkong, April 10, 1905. 745

THE KOWLOON DAIRY, KOWLOON.

CONDUCTED on European principles.
COWS imported from America and
Australia.
Special Cow kept to supply Infants.
DELIVERIES MADE TWICE DAILY.
New Laid Eggs.....30 Cents per Dozen.
Can be had at 89, WELLINGTON STREET.
Milk.....20 Cents per Small Bottle.
Milk.....20 Cents per Large Bottle.
Orders received at 240, Des Voeux Road,
89, Wellington St., and Kowloon Dairy,
Kowloon.
A. AHWEE, Proprietor.
Hongkong, March 31, 1905. 679

Bovril gives strength,

nourishment and sus-
tenance. It is agreeable
to the taste, is stimulating
in its effects, is easily
assimilated and digested.
Bovril contains blood-
enriching and muscle-
building properties. Some
of the leading athletes of
the day train on Bovril.



To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

NOTICE.

THE Hongkong Licensed Pilots Association
have this day REMOVED their
Offices to First Floor of 15, 16, 17,
CONNAUGHT ROAD CENTRAL.
Hongkong, April 5, 1905. 735

NOTICE.

THE Hongkong Licensed Pilots Association
have this day REMOVED their
Offices to First Floor of 15, 16, 17,
CONNAUGHT ROAD CENTRAL.
Hongkong, April 5, 1905. 735

NOTICE.

THE Hongkong Licensed Pilots Association
have this day REMOVED their
Offices to First Floor of 15, 16, 17,
CONNAUGHT ROAD CENTRAL.
Hongkong, April 5, 1905. 735

FIVE POINTS

ABOUT
'SINGER' SEWING MACHINES.

PRICES CHEAPER THAN AT HOME.
FIVE YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND CLEANING.
Hongkong, March 23, 1905. 1262

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.
HAVE just received a shipment of
second hand Pianos from \$200 up-
wards, and a written guarantee for a test
period of TWO Years given for each in-
strument.
A large consignment of records at the
low figure of \$1.50 each, 5% on wholesale
orders.
The largest and most varied Stock of
Music in China. Inspection solicited. Our
workmen are experienced men.

WE DEFY COMPETITION.
INSPECTION INVITED.
Hongkong, March 3, 1905. 466

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE—6, DES VOEUX ROAD.

FURNISHING DEPARTMENT

JUST RECEIVED

New and Select Designs in Tapestries.
FOR FURNITURE COVERINGS, &c.
French and English Cretonnes,
ALL THE NEWEST DESIGNS AND COLORINGS.

Plain and Printed Sateens, A CHOICE SELECTION.
Lace Curtains. Art and Figured Muslins.
TAPESTRY TABLE COVERS IN ALL SIZES, &c.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, November 3, 1904. 1985

The Peak Hotel.

ADAMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
TERMS:—From 12s. per day. TOWN OFFICE—3, DUNDRELL STREET.
Hongkong, March 27, 1905. CABLE ADDRESS: "PEACEFUL". 18

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 32 years
experience in tattooing is a guarantee of good work and prompt execution. My
colours are absolutely fast and perfectly harmless, and produce a charming effect not
obtained by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3701 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

IF YOU WANT A GOOD STEAK

VISIT

SAM NEWMAN'S SILVER GRILL ROOMS,

37, DES VOEUX ROAD.
Hongkong, March 29, 1905. 599

N. LAZARUS, OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.
EIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

CLARK'S STUDIO,

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

GREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

SPECIALLY RECOMMENDED:

CHATEAU LA TOUR MARCEAU
(A Fine, Full Flavoured Claret) ... Per Case Quarts \$ 9.00
CHATEAU HAU VIGNEAU
(A Splendid After Dinner Wine) 18.00
CHATEAU LA TOUR DE L'ILE
(A White Wine of Exceptional Bouquet) 18.00

N.B.—All our Wines and Spirits are BOTTLED AT HOME, thereby ensuring to
our Customers all the advantages accruing from bottlings done at Home under the direct
supervision of the Growers and Distillers as compared to bottlings in China by Chin-
men at the Service of European Firms.

34, QUEEN'S ROAD CENTRAL, First Floor.
(W. Powell & Co.'s Old Premises).
Hongkong, April 12, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2635

FAIRALL & CO.

ARE SHOWING: SUMMER GOODS

Muslins, Linens, Laces, Guipure, etc.
Straw Hat Shapes. American Shoes.
DRESSMAKING A SPECIALITY.
Hongkong, April 8, 1905. 1085

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

211P A. T. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Lamp Service for Guests.
For Terms, apply THE MANAGER. 53

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, August 1, 1904. 1418

LEADING SCOTCH WHISKIES.

| | | |
|----------------------------------|---------|---------|
| THORNE'S BLEND | Per Doz | \$12.00 |
| CLAYMORE | .. | 14.00 |
| LOCHABER | .. | 14.00 |
| V. R. O. LIQUEUR (Square bottle) | .. | 16.50 |

THE VICTORIA DISPENSARY,

Wine and Spirit Merchants,

SOLE AGENTS.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

| | | |
|---|-------------------|--------|
| The Prodigal Son, by Hall Caine | 3 Vols. | \$1.75 |
| The Gens of the East, by Savage Landor | 2 Vols. | 24.00 |
| Europe in the Far East, by Douglas | .. | 5.20 |
| A Secret Agent in Port Arthur | .. | 5.20 |
| Scott's Stamp Catalogue, 1905 | .. | 1.50 |
| New Map of Kwang Tung Province | .. | 1.25 |
| Aunt Louisa's First Book | .. | 50 |
| A Diary of the Russo-Japanese War, with Maps and Illustrations; Parts 1 to 20 | at 60 Cents each. | .. |

Confessions of a Young Man 1.75
Man's Place in the Universe \$2.50
Financial Folly80
The Best Egyptian Cigarettes: Sultan's, \$2.00; Pasha's, \$2.50 per 100.
Constant Fresh Supply. New Windsor Fountain and Geographic Maps.

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.

For STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline
re-creative. It mixes well with Wines and Spirits without in any way
destroying the flavour.

Telephone No. 75. Sole Agents for Hongkong—

Caldbeck, Macgregor & Co.,

15, QUEEN'S ROAD.

Hongkong, April 1, 1905.

Intimations.

Milkmaid

BRAND

Milk

Guaranteed Full Cream.

Largest Sale in the World.



TRADE MARK.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.O.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 105, HOUSE STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimono, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchino, Saeki, Misaki, Kagoshima, and other
ports.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamato, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kyushu, Fukuoka, Nagasaki, Manchu,
Quana, Otsu, Saikawa, Tsukuba, Yamanashi, Yodoko, Yomokita, and other
ports.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

UNTOUCHED BY HAND.

MELLIN'S

FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S

The Physician's
Cure for Gout,
Rheumatism,
Gravel.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the Sick.

DINNEFORD'S
MAGNESIA

Proved by experience

Three-quarters of a century before
the Public and constantly growing
in appreciation

van Houten's
Cocoa

PURE SOLUBLE

is to-day The Standard Cocoa of
the World. Exquisite in flavor,
highly nourishing and refreshing,
experience proves it to be

The Best of all Cocos.

Intimations.

mitsu bishi co.

COAL DEPARTMENT.

MARUNO-UCHI, TOKYO.

CABLE ADDRESS: "IWASAKI,"
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

ALL ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: GRADING & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
Yamato Collieries, and also Hojo Colliery,
which will shortly be ready to produce on
a large scale the best Buzen Coal.
Sole Agents for Kyoto, Komatsu (Tagawa)
and Kishinoue Collieries (Kure).
The Agents for Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional ships at the Takashima
Colliery have been completed and this
well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, March 11, 1905.

JOHN S. ALLEN,

EXPORT MERCHANT.

117, PITT STREET,

SYDNEY, N.S.W.

SOLE Export Agent for China, Japan
and Philippine Islands for The New
South Wales Concentrated Milk Company.

CORRESPONDENCE INVITED.

Hongkong, February 27, 1905.

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

We beg to notify the Public generally
of Hongkong that we have just
OPENED a First-class Tonsorial Hall at
the above address. We make Cleanliness a
Specialty.

VICENTE PARCENILLA, Proprietor.

Hongkong, April 10, 1905.

QUONG HING LUNG,

FIRST CLASS

Tailor and Outfitter.

30 YEARS EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

PRICES VERY LOW.

No. 96, Queen's Road Central,

Hongkong.

Hongkong, September 14, 1904.

NOTICE.

MR. AH WAH, of Messrs Che San Bros,

of Yokohama, Kuchino, etc., has
opened a Branch in this Colony, at
No. 16, Pottinger Street, under the style
of **CHE SAN BROS.**, and is prepared
to execute all kinds of GENERAL JOB
PRINTING, RUBBER STAMP MAKING, COM-
MERCE PRINTING AND ENGRAVING,
STATIONERY, DRAWING FORMS AND ACCOUNT
BOOKS.

All Orders will be attended to and executed
in the shortest time, and the firm
hopes to be favoured with the kind
patronage of the Public.

Hongkong, December 5, 1904.

EAST PRAYA RECLAMATION

SCHEME.

AS PROPOSED TO THE HONGKONG

GOVERNMENT AND THE MARINE

LOT-HOLDERS BY SIR "AUL

CHAIER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at "CHINA MAIL" Office.

Price 50 Cents each.

Intimations.

THE CHINA-BORNEO CO., LD.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY

MEETING OF SHAREHOLDERS

of the above Company will be held at the

OFFICE OF THE COMPANY, 8, GEORGE

Building, on SATURDAY, the 15th of

April, 1905, at 12 o'clock Noon, to receive

a Statement of Accounts to the 31st De-

cember, 1904, and the Report of the

General Manager and Consulting Com-

mittee and to elect a Consulting Com-

mittee and Auditor.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from 1st to 15th

April, both days inclusive.

J. WHEELLEY,
General Manager.

Hongkong, March 27, 1905.

KWONG TY CHEONG,

LATE OF NO. 47, QUEEN'S ROAD CENTRAL.

CHINESE & JAPANESE CIGAR

DEALER.

Prices Very Moderate.

8, D'AGUIAR STREET, HONGKONG.

Hongkong, October 20, 1904.

ROYAL TOBACCO FACTORY.

8, BEACONSFIELD ARCADE.

HAVE always a FRESH SUPPLY OF

TURKISH TOBACCO. Our EGYPT-

IAN CIGARETTES are Fresh, as we

make them every day. We can recom-

mend them as First-class Smokes. We receive

our Tobacco Fresh from Egypt by every

mail. A Trial Order will satisfy the most

scrupulous. We daily competition.

T. E. P. SPYROPOLOS, Proprietor.

Hongkong, February 15, 1905.

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS,

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. Code, 4th Edition.

Liber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903.

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

All Work done in this Establishment

is promptly executed. Neatness a

Specialty. Ironing and Washing done by

experienced Japanese. PRICES MODERATE.

G. MONTE, Proprietor.

Hongkong, February 13, 1905.

HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.45 p.m. to 11.15

p.m. every hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CLASSES by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Vaux Road Central.

JOHN D. HUMPHREYS & SON.

General Managers.

Hongkong, December 30, 1904.

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Trans-Pacific Service and until further

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in connection with the GREAT NORTH-

ERN RAILWAY from SEATTLE as

hitherto, by the Steamers of the NORTH-

WESTERN PACIFIC COAST COY., BOSTON

STEAMSHIP and LOWLAND COYS.

OCEAN S.S. COY. and CHINA MUTUAL

S.S. COY.

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Company's Local Branch Office in Prince's

Buildings, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, May 20, 1904.

WEEKLY NEWS

FOR HOME.

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THE LAW SAYS

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IF YOU WANT TO

ENOUGH SAID

DRINK

Rainier

BEER

M. J. O'CONNELL,

Distributing Agents.

FOR SALE BY ALL DEALERS.

Hongkong, February 8, 1905.

To Let.

TO LET.

THE GROUND FLOOR of the premises

at present occupied by KELLY &

WALSH, LE.

Apply to

KELLY & WALSH, LD.

Hongkong, April 11, 1905.

TO LET.

IN Hotel Mansions. THREE OFFICES

commanding position on front.

Apply M. J. D. STEPHENS, Solicitor,

8, Bank Buildings.

Hongkong, March 28, 1905.

TO LET.

NO. 1, STEWART TERRACE, The

Peak.

Apply to

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LD.

Hongkong, March 28, 1904.

His Britannic Majesty's Ships on the China Station

| Name. | Class | Tons. | Guns. | I.H.P. | Captain. | Last reported as |
|-------|-------|-------|-------|--------|----------|------------------|
|-------|-------|-------|-------|--------|----------|------------------|

| | | | | | |
|-----------------------|--------|----|--------|-----------------------------|----------|
| despatch-vessel | 1700 | 19 | 3000 | Comdr Richard M. Harbord | Hongkong |
| battleship, 1st class | 12,950 | 42 | 12,500 | Captain Sydney R. Fremantle | Hongkong |
| sloop | 1050 | 6 | 1400 | Reserve | Hongkong |
| | 11,000 | 10 | 12,000 | | |

| | | | | | |
|------------------------|--------|----|--------|---------------------------------|-------------------|
| cruiser, 1st class | 11,000 | 18 | 18,500 | Capt. Charles W. Whitcomb | On way Hongkong |
| cruiser, 1st class | 11,000 | 16 | 16,500 | Capt. R. N. Cunningham | Hongkong |
| cruiser, 2nd class | 4,300 | 10 | 4,300 | Capt. H. G. Tufnell | Hongkong |
| cruiser, 2nd class | 4,300 | 10 | 5,000 | Capt. H. H. Torlesse | Hongkong |
| gunboat, 1st class | 710 | 6 | 1,000 | Reserve | Hongkong |
| gunboat, 1st class | 710 | 6 | 1,500 | Reserve | Hongkong |
| battleship, 1st class | 10,500 | 14 | 18,000 | Captain Pegen | Hongkong |
| water tank and tug | 380 | — | 370 | | Hongkong |
| torpedo boat destroyer | 380 | 6 | 9700 | Lieut. Comdr. Stevenson | Hongkong |
| battleship, 1st class | 12,950 | 16 | 13,500 | Captain Hon. Walter G. Stimpert | Hongkong |
| torpedo boat destroyer | 275 | 6 | 4000 | Reserve | Hongkong |
| torpedo boat destroyer | 275 | 6 | 4000 | Lieut. Comdr. Richards | Hongkong |
| Special Torpedo-vessel | 6400 | — | 2400 | Capt. E. F. B. Charlton | on route Hongkong |
| cruiser, 1st class | 12,000 | 14 | 21,000 | Captain Shortland | Wahaiwa |
| storeship | 1640 | — | 800 | Lieut. Comdr. P. M. Risdore | Hongkong |
| cruiser, 2nd class | 3800 | 17 | 4000 | Captain W. B. Buckner | On way Singapore |
| torpedo boat destroyer | 230 | 6 | 3900 | Reserve | Hongkong |
| river gunboat | — | 4 | — | Le Comdr. J. B. R. Dromore | |

| | | | | | |
|------------------------|--------|----|--------|--------------------------|------------|
| river gunboat | 130 | 2 | 890 | Lt.-Comdr. F. B. Noble | West River |
| battleship, 1st class | 12,950 | 16 | 13,500 | Captain T. G. Green | Hongkong |
| torpedo boat destroyer | 350 | 8 | 4900 | Reserve | Hongkong |
| sloop | 1515 | 6 | 1400 | Comdr. C. E. Moure | Hongkong |
| Surveying-vessel | 533 | 4 | 500 | Lt.-Comdr. R. E. Vaughan | Hongkong |
| river gunboat | 85 | 2 | 240 | Reserve | West River |
| sloop | — | — | — | Reserve | Shanghai |
| river gunboat | 85 | 3 | 240 | Lt.-Com. H. T. Atlay | Yangtze |
| cruiser, 2nd class | 3600 | 8 | 9000 | Capt. C. H. H. Moore | Yangtze |
| river gunboat | 85 | 2 | 240 | Lt.-Comdr. Davidson | Yangtze |
| cruiser, 1st class | 12,000 | 14 | 21,000 | Captain Wm. L. Grant | Yangtze |
| torpedo boat destroyer | 250 | 6 | 6000 | Reserve | Yangtze |
| receiving ship | 4450 | 6 | — | Commodore Dickson | Yangtze |
| river gunboat | 130 | 2 | 890 | Lt.-Comdr. E. Lerrivan | Yangtze |

| | | | | | |
|------------------------|--------|----|--------|-----------------------------|-----------------|
| crusier, 2nd class | 3400 | 8 | 9000 | Capt. J. A. C. Wilkinson | Singapore |
| coast defence gunboat | — | — | — | Reserve | Hongkong |
| battleship, 1st class | 12,950 | 16 | 13,500 | Capt. Leslie Stuart, O.M.G. | On way Hongkong |
| torpedo boat destroyer | 555 | 6 | 6300 | Lieut.-Comdr. A. Gregory | Hongkong |
| surveying ship | — | — | 450 | Comdr. R. W. Alenlio | Port Spelter |
| torpedo boat destroyer | 620 | 8 | 5900 | Lieut.-Com. O. E. L. Thomas | Hongkong |
| river gunboat | 150 | 2 | 500 | Lieut.-Com. G. W. Wighton | Upper Yangtze |
| river gunboat | 150 | 2 | 500 | Lieut.-Com. Jno. F. Kier | Upper Yangtze |

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.
 † Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

| <i>Name.</i> | <i>Flag and Description.</i> | <i>Tons.</i> | <i>Guns.</i> | <i>H.P.</i> | <i>Captains.</i> | |
|--------------|------------------------------|--------------|--------------|-------------|------------------------------|-----------|
| in Elisabeth | Austro-Hungarian cruiser | 2437 | 20 | 7300 | Capt. Friedrich Gutzonberger | Singapore |
| | Austro-Hungarian cruiser | 4000 | 29 | 8000 | Captain Mirl Franz | Swatow |
| on to | French armoured gunboat | 1796 | 10 | 1700 | Comdr. Laferrière | Saloon |
| | French gunboat | 300 | 7 | 400 | Lieut. A. Vanezy | Saloon |

| | | | | | | |
|--|------------------|------|----|--------|-------------------|----------|
| | French gunboat | 123 | 5 | 500 | Lieut. Cressin | Haiphong |
| | French gunboat | 476 | 5 | 450 | Lieut. Joazeur | Haiphong |
| | French gunboat | 5 | 5 | 150 | — | Haiphong |
| | French gunboat | 580 | 6 | 400 | — | Haiphong |
| | French cruiser | 3740 | 29 | 9000 | Capt. Lefevre | Haiphong |
| | French gunboat | 140 | 5 | 150 | — | Haiphong |
| | French cruiser | 8018 | 18 | 17,000 | Captain V. Foulds | Haiphong |
| | French gunboat | 625 | 4 | 400 | Captain Leret | Haiphong |
| | French gunboat | 690 | 10 | 800 | Commander L'Est | Haiphong |
| | French cruiser | 4000 | 31 | 8500 | — | Haiphong |
| | French gunboat | — | — | — | — | Haiphong |
| | French destroyer | 320 | 7 | 893 | Lieut. Jehanno | Haiphong |

| | | | | | |
|----------|---------------------|--------|----|--------|-----------|
| don | French cruiser | 5676 | 30 | 20,200 | Singapore |
| Riviere | French gunboat | 367 | 7 | 300 | Haiphong |
| | French destroyer | 367 | 7 | 300 | Haiphong |
| | French gunboat | 1250 | 6 | 3200 | Shanghai |
| | French cruiser | 9700 | 12 | 19,600 | Shanghai |
| icalm | French torpedo-boat | 350 | 7 | 300 | Haiphong |
| net | French gunboat | 4015 | 27 | 8500 | Yongtze |
| | French cruiser | 330 | 7 | 300 | Comang |
| et | French torpedo-boat | 9437 | 8 | 6071 | Haiphong |
| variable | French cruiser | 1738 | 10 | 1700 | Saloon |
| | French cruiser | 9856 | — | 20,000 | Saloon |
| | French gunboat | 629 | 2 | 900 | Shanghai |
| giss | French gunboat | 6150 | 23 | 4550 | Shanghai |
| am | French cruiser | 123 | 7 | 500 | Along Bay |
| auto | French gunboat | 1857 | 15 | 2900 | Onatou |
| ard | German cruiser | 11,000 | 36 | 14,000 | Manila |
| Bismarck | German flagship | | | | |

| | | | | | |
|----------------|------|----|--------|-------------------------------|-----------|
| German cruiser | 2776 | 10 | 2569 | Comdr. von Ströhm | Singapore |
| German cruiser | 3285 | 34 | 10,099 | Capt. Weber | |
| German cruiser | 3600 | 37 | 10,093 | Capt. Baron Schimmelmann | Singapore |
| German gunboat | 1009 | 10 | 1300 | Comdr. Baron von M. Hüllesmar | Nanking |
| German gunboat | 990 | 10 | 1300 | Comdr. Kiecke | Amoy |
| German gunboat | 850 | 10 | 1244 | Comdr. Kroecke | Hongkong |
| German gunboat | 1069 | 8 | 875 | Comdr. von Grambow | Manila |
| German cruiser | 1003 | 15 | 2300 | Comdr. Persius | Shanghai |

| | | | | | |
|--------------------|------|----|------|--------------------------------|-----------|
| German cruiser | 2660 | 24 | 8000 | Captain Voigt | Shanghai |
| German gunboat | 900 | 10 | 1300 | Comdr. Deissling | |
| German gunboat | 170 | 5 | 1800 | Comdr. Giebbler | Canton |
| German gunboat | — | 3 | 600 | Lieut. Schart | Shanghai |
| Italian cruiser | 2300 | 10 | 7471 | Captain Borea Riccio | |
| Italian cruiser | 3600 | — | — | Captain Presbitero | Shanghai |
| Italian cruiser | 2498 | 29 | 7000 | Capt. Fessetto | Shanghai |
| Portuguese cruiser | 1930 | 14 | 4000 | Captain d'Antes Ribeiro | Hongkong |
| Portuguese gunboat | 720 | — | — | Captain Coutinho | Hongkong |
| Portuguese gunboat | 3215 | 20 | 6000 | Capt. Manuel Vasco do Carvalho | Singapore |

| | | | | | |
|-----------------|------|---|------|--------------------|-------------|
| Russian gunboat | 810 | 6 | 730 | Comdr. Gultner | Vladivostok |
| Russian cruiser | 2200 | 5 | 4700 | Comdr. Gramatcheff | Port Arthur |

| | | | | | | |
|---------|-----------------|--------|----|--------|----------------------|-------------|
| old | Russian cruiser | 8000 | 27 | 24,000 | Capt. Reitzenschteln | Shanghai |
| an | Russian cruiser | 7500 | 10 | 16,690 | _____ | Port Arthur |
| ore | Russian gunboat | 1050 | 8 | 1160 | Comdr. Erjckovitch | _____ |
| stazy | Russian cruiser | 5640 | 12 | 19,500 | _____ | Saigon |
| an | Rui-tan cruiser | 6731 | 6 | 8000 | _____ | Port Arthur |
| chalt | Russian gunboat | 1456 | -3 | 1700 | Capt. Nasarov | Port Arthur |
| damak | Russian gunboat | 600 | 8 | 3500 | Comdr. Zourel | Port Arthur |
| omistob | Russian gunboat | 6480 | 6 | 9200 | Comdr. Zaslavsky | _____ |
| omistob | Russian cruiser | 12,384 | 44 | 14,500 | Captain Jensen | Vladivostok |
| omistob | Russian gunboat | 1000 | 6 | 1000 | Comdr. Shennoff | _____ |

| | | | | | | |
|---------|---------------------------|--------|----|--------|--------------------------|--------------|
| andjone | Russian gunboat | 1224 | 7 | 1400 | Commander Crown | Shanghai |
| crnik | Russian cruiser | 3000 | 6 | 17,000 | | Shanghai |
| rajny | Russian gunboat | 1490 | 6 | 6000 | Comdr. Vasilief | Force Ambrus |
| cravio | Russian battleship | 12,674 | 15 | 14,500 | Captain Koroleff | |
| cravio | Russian battleship | 10,960 | 10 | 10,600 | Captain Jakovlef | |
| cravio | Russian battleship | 12,674 | 15 | 14,500 | Capt. Zataranoff | |
| bede | Russian battleship | 10,960 | 10 | 10,600 | Captain Oseroff | |
| bede | Russian cruiser | 1834 | 10 | 1786 | Comdr. Eliven | Danagor |
| bede | Russian battleship | 12,902 | 16 | 16,600 | | Port Arthur |
| bede | Russian protected cruiser | 12,200 | 68 | 17,000 | Captain Sophranipoff | Port Arthur |
| bede | Russian protected cruiser | 10,823 | 26 | 12,500 | Captain Maseroff | Port Arthur |
| bede | Russian battleship | 10,863 | 16 | 10,600 | Captain Serebrannikoff | Port Arthur |
| bede | Russian gunboat | 950 | 2 | 1125 | Comd. Comdr. Ivanoff | Port Arthur |
| bede | Russian gunboat | 800 | 2 | 8300 | Comdr. Zagoriansky-Kisel | Port Arthur |

| | | | | | |
|-----------------|------|----|------|-----------------|-------------|
| Russian cruiser | 1230 | 15 | 1194 | Comdr. Abramoff | Port Arthur |
| U. S. cruiser | 3760 | 28 | 7500 | Capt. Dyer | Cavite |
| U. S. gunboat | 1000 | 12 | 1227 | Capt. Rohrer | Shanghai |

| | | | | | | |
|-----------|------------------------------|------|----|------|-----------------------|----------|
| Salisbury | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Capt. Woodward | Hongkong |
| Salisbury | U. S. cruiser | 4900 | | | Ensign Sargent | Manila |
| Salisbury | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Lieut. Irwin | Manila |
| Salisbury | U. S. gunboat | 258 | 10 | 8000 | Lieut. Dismaker | Hongkong |
| Salisbury | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Lieut. E. P. Jessop | Manila |
| Salisbury | U. S. cruiser | 3213 | 13 | 7500 | Comdr. Hugo Osterhaus | Chiao. |
| Salisbury | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Lieut. Ketchum | Hongkong |
| Salisbury | U. S. torpedo-boat destroyer | 420 | 7 | 8000 | Lieut. A. W. Knox | Hongkong |
| Salisbury | U. S. gunboat | 560 | 10 | 6000 | 1st. Comdr. J. Hood | Shanghai |
| Salisbury | U. S. gunboat | 1392 | 8 | 1988 | Comdr. P. E. Sanyes | Manila |

| | | | | | | |
|---------------|---------------|--------|----|--------|-----------------------|----------|
| London | U. S. monitor | 3994 | 8 | 5306 | Captain Mahan | Shanghai |
| London | U. S. monitor | 4084 | 8 | 5306 | Captain R. M. Miller | Cebu |
| New Orleans | U. S. cruiser | 8437 | 80 | 7500 | Commander G. R. Harbo | Manila |
| San Francisco | U. S. cruiser | 10,238 | 45 | 11,111 | Captain Burwell | Manila |
| San Francisco | U. S. gunboat | 201 | 8 | 250 | Ensign J. E. Bass | Cebu |
| San Francisco | U. S. gunboat | 201 | 8 | 250 | Capt. Bennett | Cebu |
| San Francisco | U. S. cruiser | 4000 | 14 | 4000 | Capt. S. Collins | Manila |
| San Francisco | U. S. cruiser | 3213 | 18 | 7500 | Comdr. Marshall | Shanghai |
| San Francisco | U. S. cruiser | 4088 | 37 | 9913 | Captain Vary | Manila |
| San Francisco | U. S. cruiser | 1600 | 15 | 1118 | Commander Marshall | Shanghai |

| | | | | | | |
|------------|----------------|--------|----|--------|----------------------|----------|
| Wilmington | U. S. gunboat | 1347 | 3 | 1894 | Commander A. W. Dodd | Manila |
| Wisconsin | U. S. gunboat | 1387 | 50 | 12,000 | Captain Olney | Hongkong |
| | U. S. flagship | 12,000 | 50 | 12,000 | | |

1 Flagship of Rear-Admiral Folger.
There is also a Philippines U.S. Squadron.

2 Flagship of Rear-Admiral de Jonguéres.

3 Flagship of Vice-Admiral Bayle.

100

TANSAN

NATURAL MINERAL WATER
BOTTLED AT THE SPRINGS
AT TAKARADZKA

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J. CLIFFORD-WILKINSON,
KOBE, JAPAN.

Per Case of 48 Pints..... \$6.00
Per Case of 100 Spills..... \$9.00
An invigorating Sparkling Tonic Table Water either taken by itself or mixed with Wines, Spirits, Stout or Milk, invigorating in latitude and debility so common throughout the East.

Its curative properties in Gout, Dyspepsia, Rheumatism, Anemia can be testified to by cases that have derived great benefit by its use from time to time.

'NIWO'

A NATURAL
MEDICINAL WATER.

BOTTLED AT THE SPRINGS
AT TAKARADZKA, BY
J. C. W.

This Water, besides being aperient, contains a large proportion of Ferruginous Salts, which property commands its use before any other Mineral water.

FOR CONSTIPATION. Take a tumbler full half-an-hour before rising.

FOR GOUT. Take half a tumbler full half-an-hour after meals and before retiring.

FOR HEARTBURN, OR FLATULENCY. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION. Take a tumbler full before rising and retiring.

6 000 a case of 48 Quarts.
2 50 a Dozen Bottles.

H. PRICE & CO.,

12, QUEEN'S ROAD,
SOLE AGENTS FOR HONGKONG.
Hongkong, January 2, 1905.

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LIMITED.

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NEW

Millinery.

Flowers.

and

Foliage.

First-class

DRESSMAKING

ALL WORK
GUARANTEED.

LADIES ARE INVITED

TO PLACE A TRIM ORDER.
SATISFACTION CERTAIN.

WILLIAM POWELL,
LIMITED.

HONGKONG.



TRADE MARK.
TELEPHONE No. 185.

THERE IS ONLY ONE

CLUB

WHISKY

In this Colony that has stood
the test of years. It is

\$14.00

PER DOZEN,

and is Sold and Owned by

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auctions.

2 p.m.—Auction of Household Furniture, &c., at 'Barnside,' Robinson Road.

2.45 p.m.—Auction of Household Furniture, &c., at No. 2, Granville Avenue, Kowloon.

Miscellaneous.

Goods per *Cromwell* not cleared at 2 p.m. on this date subject to rent, Goods per *Catherine* *Ayer* undelivered after 2 p.m. on this date will be landed.

General Memoranda.

FRIDAY, April 14.—

2 p.m.—Auction of Household Furniture, at Stoke Bungalow East, the Peak.

SATURDAY, April 15.—

Noon—Meeting of The China-Borneo Co., Ltd., at the Company's Office.

2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. Lummett's Sales Rooms.

THURSDAY, April 20.—

5 p.m.—Meeting of Hongkong Club at Club House.

MONDAY, May 1.—

3 p.m.—Auction of Valuable Leasehold Property at Messrs Hughes & Hough's Sales Rooms.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS.

SHERRY.

The following Brands are recommended

as high class Wines, of superior quality:

For Sale

B. SUPERIOR PALE DRY,

Dinner Wine, Green Seal

Capsule \$12.00

C. MANZANILLA PALE NATURAL

SHERRY, White

Capsule 13.50

CC. SUPERIOR OLD PALE DRY,

NATURAL SHERRY, Red Seal

Capsule 15.00

D. VERY SUPERIOR OLD PALE DRY,

Choice Old Wine, White Seal

Capsule 18.90

E. EXTRA SUPERIOR OLD PALE DRY,

Very Fine Quality, (old bottled), Black Seal

Capsule 27.00

'D' and 'E' are Favourite Wines all

over the Far East, and are specially recommended.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, WEDNESDAY, APRIL 12, 1905.

THE COOLIE QUESTION.

The logic of facts seems to have convinced the Chamber of Commerce of Johannesburg. In a telegram to a London paper on March 3 it was stated that that body had issued a series of statements showing that the increase of trade in the district with which it is concerned was directly due to the presence of Chinese labourers in the mines, who have, quite contrary to expectations, been making liberal purchases of soft goods, foodstuffs, and even comparative luxuries. The members of this Chamber were at the outset strongly opposed to the introduction of Chinese, on the ground that they would take all their earnings out of the country, but experience has shown that the Chinese are more inclined to spend their money than were the natives. This all goes to show that the party which has been endeavouring to make political capital out of the introduction of coolies into the Transvaal has been 'barking up the wrong tree.' Hitherto it was cried from the housetops that the mineowners were seeking fortunes at the expense of the whole white population of the new colonies, but now that a commercial body has testified that all classes of the community have benefited the opponents will have to find some other peg on which to hang their objections than the penuriousness of the Chinese. Instead of taking their money holus bolus out of the country, as it was alleged they would do, they have signalled their possession of comparative wealth by liberally supporting the mercantile and business interests of the Rand. Thus they have given an incentive to trade which was practically unknown in the days when the kaffir alone wielded the drills in the mines, creating a new field for white labour and opening up more extensive business in transportation. This indirectly benefits the manufacturer and the workmen and workwomen at Home who supply the needs of the shopkeepers in South Africa. All get their little extra dollop out of the Chinaman's presence, and that very fact should be the means of impressing upon Home opponents of the coolie labour the grave necessity that exists for a researching of hearts. When such a representative body as a Chamber of Commerce speaks its words should be heeded by those who do not live in the country where the labour is being tested and who have no knowledge of local conditions, and if they are heeded we should hear little more of the foolish hasty utterances which have emanated from politicians at Home during recent months. The difficulty we see about the matter is to reconcile the outbreaks which have occurred from time to time amongst the coolies. Recently we noted several and today we publish a Reuter message which conveys the idea that quite a small battle has been fought between the coolies and the authorities. As a rule the coolie does not resort to united armed force unless he is driven into a corner, and it will be difficult for people who know the Chinaman to understand how it is he has been worked up to such a state as to lead him into open hostilities. Either the atmosphere of South Africa does not suit his temperament or he has been goaded on by his working masters or his kaffir opponents to offer resistance. Perhaps his peculiarly sensitive and superstitious nature has been played upon by some designer who will profit by his return to China; or it is that the fear of Pangshui—for most of the coolies have never seen into the bowels of the earth before—has had something to do with his apparent determination to resist work beneath the surface of the earth! Something is radically wrong with him, at all events, and it will be interesting to know just what it is. A gang of coolies away from their own country and

amongst people whom they probably regard as enemies will require a lot of careful handling, and until the mineowners secure the men capable of understanding the Chinaman and his peculiarities there is bound to be trouble. Perhaps when Mr Jamieson, who is now on his way to the mines, reaches his destination he will be able to smooth things over. It is to be hoped so.

It is not our policy to refer to the actions of our contemporaries, but we cannot refrain at present from remarking that the junior morning paper is endeavouring to take credit to itself which is neither deserved nor just. In Tuesday's issue the assertion was made that the information as to the coming of the Baltic fleet was exclusively announced in the *South China Morning Post* on Monday. That is not a fact for in Saturday's CHINA MAIL will be found a cablegram from Singapore announcing the coming of the fleet through the Malacca Straits. Again, to-day, the *Post* puts itself on the back for exclusively announcing the fact that the Russian fleet was bound for Saigon. As a matter of fact an editorial in the CHINA MAIL dealt with that question the day before any reference regarding it appeared in our energetic contemporary. We take no credit for that, however, nor did we need any 'good authority' to inform us, as it was obvious to the most ignorant that Russia would at least lift her cap to her ally's colony if he did not go so far as to accept its hospitality. *Yeh Sep.*

LOCAL AND COAST NEWS.

The Masonic Quadrille Club will hold a dance at the City Hall this evening, commencing at 8.30 o'clock.

A heavy fog descended on the harbour before daylight this morning and caused considerable inconvenience to shipping. A number of small launches were delayed on their runs.

Mr J. H. Kemp left for Home by the German Mail to-day and is succeeded as Second Magistrate by Mr Orme. Mr Kemp's appointment was as Assistant Registrar General and it is reported that while at Home he intends to qualify for the bar.

During the last few days there has been more than usual activity amongst some of the torpedo boats in the Harbour. This morning three of the boats were out for a run and passed through the harbour at a good rate of speed, and yesterday morning a similar number of boats passed through Aberdeen Bay at about 2 o'clock.

Two coolies were fined \$15 each, with the alternative of a month's imprisonment, at the Magistracy, this morning, for being in the servants' quarters of the Peak Hotel without permission. Mr Moir, manager of the hotel, stated that at about 5 p.m. yesterday he was in front of the hotel when the first defendant ran out practically into his arms. He was chased by the second defendant who carried a knife, and the first defendant's face was bleeding as if they had been fighting.

Leave of absence on private affairs to England, pending retirement, has been granted to Colonel W. E. Webb, R.A.M.C., Principal Medical Officer, South China, from 13th April to 10th July, 1905; to the neighbouring countries to the recommendation of a Medical Board, from 26th April to 20th December, 1905; to Captain J. S. Casserly, 119th Infantry, from 13th to 21st April 1905; to Lieutenant Colonel P. W. J. Culfield, 110th Mahratta Light Infantry, from 12th to 15th April 1905.

The Volunteer Troop.

The Hongkong Volunteer Troop has now reached its full complement—20. We understand that a Sergeant and Corporal are to be appointed by the vote of the troop. The command of the Troop is at present vested in Lieut. W. J. Gresson, but as it is probable that he will go to Shanghai on the return of Mr W. C. Dickson to the Colony, the command will be vacant. Mr C. H. Ross is already mentioned as a possible successor to Lieut. Gresson.

STEAMERS' WINE, for all wasting diseases, it increases weight. Consume it and it does good. Can be taken at all seasons.

SCHOOLMASTERS, professors, and cheryman are included in a number of foreigners, mainly Italians and Swiss, crowding the refugees for the homeless at Nio, gambling at Monte Carlo being chiefly responsible.

A TIMELY SUGGESTION.—This is the season of the year when the prudent and careful housewife replenishes her supply of Chamberlain's Cough Remedy. It is certain to be needed before the winter is over, and results are much more prompt and satisfactory when it is kept at hand and given as soon as the cold is contracted. It is pleasant to take—both adults and children like it. Buy it and you will get the best. It always cures. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

[REUTER'S SERVICE.]
CHINESE IN THE TRANSVAAL.

A Dash for Johannesburg.

London, April 10.
Five hundred Chinese labourers broke out of the Jumper's Deep Mine yesterday, and were making for Johannesburg when they were driven back by the mounted police, who were stout for three hours. The casualties are not serious. The Kaffirs assisted the police. Twenty eight Chinese were arrested.

THE BRITISH BUDGET.

Tea Duty Reduced.

The Budget for 1904-1905 shows a surplus of £1,414,900 and it is estimated that there will be a surplus for 1905-1906 of £2,973,000.

The duty on Tea will be reduced 2d. after the 1st July.

The duty on Sugar, and the Income Tax will be unchanged.

A considerable portion of the surplus will be devoted to redeeming the National Debt.

LOCAL AND COAST NEWS.

The Foreign Trade of China.

On Page 7 will be found an interesting article on the Foreign Trade of China.

Departure.

Captain P. W. North, Royal Berkshire Regiment, left on the 11th instant per s.s. "Prinz Waldemar" for Yokohama for duty.

Arrivals.

One N.C.O. and 4 privates 2nd Royal West Kent Regiment arrived on the 10th instant, per s.s. "Voeang" from Tientsin. (Prisoners and escort).

Quarantine Restrictions Withdrawn.

The following letter from the Government of Bengal, has been received by the Colonial Secretary.—In continuation of the letter from this Government, dated the 13th January, 1905, I am directed to state for information, that the regulations for the prevention of the introduction of plague by sea, which were imposed in the ports of Orissa and Chittagong against vessels arriving from Hongkong, have been withdrawn.

More Seamen Sent To Jail.

Another case of seamen refusing to proceed to Japan with a cargo of coal occurred yesterday. During the day the crew of the Norwegian steamer "Cairo," laden with Cardiff coal, learnt that the steamer's destination was Japan, and immediately refused to proceed any further with her. They were charged before Mr F. A. Hazell, at the Magistracy, this morning, and stated that when they shipped they understood that the voyage was to end at Hongkong, and whether it took one or two months, they were to receive three months' pay. This explanation was not accepted and the men, twelve in number, were sentenced to three weeks' imprisonment. The "Cairo" has since shipped another crew, mostly Chinese, and proceeds on her voyage to-day, so that there is little possibility of the men being reshipped on her when their sentence is served. It is to be hoped that the Norwegian Consul has been informed of the case and that on the men's release from jail proper arrangements will be made for their support so that they will not be compelled to go on to the beach.

A Cricketer's Case.

A case of interest to the cricket world was heard in part at the Aconington County court recently. It was an action brought by Jack Usher, the well-known professional cricketer, against the Lapachash Cricket League to recover damages for malicious and illegal interference in such a way as to prevent his being employed by any club in the League. During last season Usher, who was then professional for the Whalley club, was engaged by Haslingden, an important Lapachash club, for the season 1905, subject to consent of the League. The League, however, declined to permit Usher to assist the club, hence the action. The League sought to justify its action on the score of unprofessional conduct on the part of Usher, who, it was said, had attempted, in 1900, to bribe the professional of a club to deliver loose balls in order to let Haslingden win a match with Nelson. For this offence he was fined £10 by the League. It was also alleged that two years later he sought to make bets on a championship final. In cross-examination, Usher admitted the £10 fine, and also that he had made bets on matches. The hearing was adjourned for a month.

ZIMOLE TOOTH POWDER.

A perfect, antiseptic dentifrice, cleanses and preserves the teeth, very refreshing.

COLD.

COLDs are quickly cured by Chamberlain's Cough Remedy. It acts on nature's plan, loosens the cough, relieves the lungs and opens the secretions, effecting a permanent cure. It counteracts any tendency of a cold to result in pneumonia. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

STEARNS' HEADACHE CURE.

can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

WHEN SUFFERING from a cold and

you fear an attack of pneumonia, Remedy and use it judiciously. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

POST OFFICE NOTICES.

Mails for Canton, Shanghai, Wuchow and Meaco will be closed on week-days at 7.30 every morning. On Sundays the mail for Meaco will be closed at 8 a.m., and that for Canton at 9 a.m. Mails for Namjio, Sunhu, Kowmoon, Kinkubuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m. No mail will be closed for Canton on Saturday evening.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory.—On the 12th at 12.5 p.m. The barometer has risen and is again, high over N. China. Gradients are increasing on the China coast, and from N.E. winds will probably set in over the Formosa Channel and the N. part of the China Sea during the next 24 hours.

Forecast:—N.E. winds, freshening overcast and foggy, some rain.

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BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER via HONGKONG.]
[Received on April 11, at 6.14 p.m.]

THE BALTIC FLEET.

DUTCH NEUTRALITY.

Squadron Leaves Batavia.

London, April 11.

Reuters' correspondent at Batavia wires that in view of the Baltic Fleet being in the vicinity of Mantok, on the island of Banka, the Dutch Squadron has sailed northward under sealed orders.

[Banka Island is about midway between Singapore and Batavia, close to the coast of Sumatra.—Ed. C.M.]

Dearth of News.

Although several vessels have arrived from the south since the first news regarding the Baltic Fleet was published in Hongkong, none of them report having seen anything of that fleet.

Should the Russians be heading direct for Saigon they will be out of the general track of shipping from the south, but news of their position should be received at any time.

Even the usual crop of unauthentic rumours has dropped considerably, although vague conjectures are expressed as to the course which the fleet have taken from Singapore.

It will be an interesting meeting for those on board the Russian ships should they meet the Russians on board the "Diana," which, as far as we are aware, is still in Saigon, where she took refuge after the memorable dash from Port Arthur.

THE LATE MR H. L. NORONHA.

The funeral of the late Mr H. L. Noronha, whose death occurred at an early hour on April 11, took place this morning at the Roman Catholic Cemetery, Happy Valley.

The body was brought across from Kowloon and landed at Blake Pier at eight o'clock where a large number of friends of the deceased were waiting. The cortege moved off to the cemetery, where there was a further gathering of friends, and a service was conducted in the chapel by the Rev. Father Spada. There were a large number of wreaths sent, chief among which were those sent by the members of the Directorate of the Club Lusitano, members of the Club Lusitano, and members of the firm of Messrs Noronha and Company.

Mr H. L. Noronha was the eldest son of the late Mr Delino Noronha and was born in 1842. The firm of Noronha and Company were appointed Government Printers in 1880, prior to which the CHINA MAIL carried out all the printing required by the Government. After entering his father's business in Hongkong, Mr H. L. Noronha became manager, a position which he resigned in 1876. He then went to Singapore to re-organise the Government printing Office, and was afterwards appointed a member of the Board of Examiners at the same port. He compiled an 'Analytical Index to the Bankruptcy Laws' of the Straits Settlements and was subsequently appointed a councillor in the Singapore Branch of the Royal Asiatic Society. Mr Noronha remained in the Straits until after his father's death in 1900, when he returned to Hongkong and rejoined the firm of Noronha and Company, being associated with Mr J. M. de Castro Basto. Mr Noronha took an active interest in all Portuguese matters in the Colony, being one of the directors of the Club Lusitano.

The Japanese, with their keen insight and dash that has given them such victories in the war, set themselves in competition and they have succeeded. They have now planned a new step in advance which the other company might have taken long ago. They have organised a fortnightly mail from Amoy to Shanghai, much to the benefit of many of us in this port. It has always been so difficult to be sure of getting either passages or letters to that port that the announcement of this new departure has been hailed with positive thankfulness by all who have any connections with Shanghai. We can only hope that the new attempt will be a great success. Every day seems to open up the possibilities there are in the Japanese mind and we feel that before long the fortnightly will be turned into a weekly service.

A schoolmaster states that a schoolmaster has the right to search a pupil if he suspects him of theft.

A French suggestion for preventing automobiles from 'scooting' is to forbid the use of masks and goggles.

RELIEF AFTER SIX YEARS.—Mr N. M. A. Clark, of Timbory Range, N.S.W., Australia, writes: 'I wish to inform you of the wonderful benefit I have received from your valuable medicine. I suffered from a severe cough for six years and obtained no relief until I took Chamberlain's Cough Remedy. One bottle cured me and I am thankful to say that I have never had the cough since. Make any use of this letter that you like for the good of any other poor sufferers.' For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

THE JAPANNING OF CHINA.

Feelings in the Fukien Province.

(From a Correspondent.)

Amoy, April 8.

The repeated victories of the Japanese over the Russians are at length beginning to make a deep impression upon the Chinese in this region. A year ago nearly everyone that one met was decidedly in favour of the Russians and the hope was openly expressed that they would be victorious in the war being carried on in the north. The Japanese, unfortunately, had made a very bad impression upon the people of this region by the stern measures they were compelled to adopt whilst subduing Formosa. Like the Russians, the natives of that island entertained only the most profound contempt for a people so small and apparently so insignificant, as the Japanese appeared to them. It was only by a series of very sharp lessons that they were brought to understand that they were face to face with a force that they had no power to withstand.

GOSSIP FROM SHANGHAI.

[BY THE NONSQUITY.]

SHANGHAI, April 8.

Even Shanghai has been stirred below the surface with real regret at the retirement of Sir Hiram Wilkinson after an arduous service of nearly forty-one years in the East. Decidedly he was one of the ablest Chief Justices we have had to adjudicate our affairs, and his popularity was clearly testified to by the large number of ladies and gentlemen who assembled in the Supreme Court to bid him farewell in the sincerity of the farewell wishes on his retirement from the Bar, previous to his departure from home, where he hopes to enjoy a well merited rest. Apart from his qualities as a judge, Sir Hiram was possessed of so kindly, courteous and generous a disposition that he gained many friends, and so he will be missed publicly and socially, and one and all wish him God speed.

The Japanese contingent in Shanghai are a remarkably unobtrusive people, and even the fall of Port Arthur was celebrated by the display of few flags and lanterns, but at last it was finally resolved to hold a gathering in the Chang Su Ho Gardens in honour principally of the Battle of Mukden and also of the continual successes which the Japanese arms have met with. As many as 1,800 congregated there last Sunday and enjoyed themselves with games, dancing, wrestling and Jiu-jitsu. Mr. Yoshikawa, the Japanese Consul, delivered a short address in which with the innate courtesy of his nation he laid stress upon the fact that their victories were not so much due to the weakness of the Russians as to the fact that they themselves had proved to be a little stronger. Foreigners were only admitted by special invitation because it was feared that should any Russians or their friends attend, they might be jarred by the evidences of delight at Japan's triumph. And yet despite the good taste which actuated this desire, it must have been overlooked that in these very Gardens and their vicinity many Russian refugees and the sick and wounded had been quartered and the sound of general rejoicing must have been very bitter to the weary souls who receive sympathy from no one.

It seems incredible that in the Twentieth Century barbarities associated with bygone periods of uncivilized brutality should be permitted. It is true we are sejourning in the land of the stranger entirely on sufferance, but, at the same time, it seems to my humble imagination that pressure brought by a combination of foreigners might induce Chinese officialdom to forego some of the atrocious punishments meted out to offenders. At the present moment a native is slowly being done to death, and one of the most revolting features of the case is that dozens of foreigners have visited the various Gates of the City where he has been exhibited in his cage. Following the usual method, every day a brick will be knocked from underneath his feet so that if he does not die of starvation within seven days, strangulation will be his fate. His crime was that of extortion, truly deserving of punishment, but hardly meriting loss of life by such a cruel device.

The Rev. A. J. Walker has found the care of his people too heavy a task for one pair of shoulders. The English element amongst us seems increasing almost month by month and we find the Cathedral possesses many claims on our attention. Apart from the fine edifice itself, we appreciate the hard knocks against the vanities of our flesh that Mr. Walker unparagonably serves out, and now Mr. Ward is up from Hongkong, these of use musically inclined look forward with pleasure to his Voluntarys. So one way and another the duties connected with the Cathedral have steadily increased, and at last in despair Mr. Walker offered to house and board a Curate free at the Denany if the Trustees would agree to his appointment. However, there has been no occasion to take these measures as the Trustees have now undertaken to be responsible for a second clergyman's stipend, and fair breasts are gently fluttering in anticipation of what he may be like.

The Masonic Hall forgot to look severe and cold and bare when the Lancastrian Society held their annual soiree, instead, twinkling electric lights peeped between bamboo foliage vying with the brightness of sparkling eyes and pretty gowns. Certainly Shanghai takes infinite pains that her ball rooms shall present a fair appearance and there were many sighs of regret that this was practically the last dance of the season, with the exception of the one Mr. Noel is giving in honour of his coming marriage to Miss Simpson, but before that takes place April will nearly have fitted from us. I could not help pondering on the amount of money Shanghai women must spend on their clothes. There is such a multitude of social functions during the winter, and the dresses worn at them seldom show very marked signs of wear and tear and the materials employed do not seem of the cheapest. This Lancastrian dance was a sociable, jolly affair, but again men were in a minority, and the question arose, whether they ever came with the intention of dancing or if their abstention from the pastime was due to the unfortunate fact that there

were not enough girls to go round. That is the most charitable conclusion to draw as it would be an excuse for their complete disappearance after the first couple of dances to a room where cards, sing-songs and drink ad lib formed the programme, as they understood it, of the gathering.

The Annual Meeting of the Shanghai Cricket Club was of a very satisfactory nature and funds showed a good balance in hand. Reference was made to their honest endeavour to win back their lost honours from Hongkong and thanks were recorded for the hospitality of the Hongkong Cricket Club. It was suggested that on the occasion of the next interport match instead of wearing the colours of the Shanghai Cricket Club, the vividness of which their opponents seemed to jib at, special colours should be adopted, because it is not a contest between the Shanghai Club and the Hongkong Club, but between Shanghai and Hongkong, and even if a dozen clubs existed the best men from each would be selected to represent the Model Settlement. The new pavilion will be ready for the reception of members by the beginning of May and it should form a great attraction. Curiously enough, the large membership of the Club is not due to the love of the game but men find it pleasant to sit and chat and watch a good game and sometimes stroll round with one of the fair sex. If players only were admitted, there would be a question whether expenses could be met, but, all the same, non-players take a keen interest in the welfare of the Club. And turning to the amusing, one gentleman objected to the amount of money spent on free tiffins and the cake provided with afternoon tea. Said he, members should pay for tiffin, and as the cake was principally devoured by small boys instead of ladies, he suggested that jam should be substituted in order to satisfy their youthful cravings. In reply it was stated that it was not a question of members objecting to pay for their tiffins, but it was thought that if they were provided on the grounds it would induce members to turn up punctually. It reminded me of the troubles of Arthur Collins and Neil Forsyth a few years back when they were busily rehearsing for one of the great Drury Lane pantomimes. Poor old Dan Lono and Herbert Campbell would wander out at mid-day and growing susceptible over lunch would throw work to the winds and settle down for a jolly afternoon. At last in despair, the Management provided free a good lunch every day within the Theatre so as to keep careful watch on his refractory stars. He could not single out these two, it would have been too palpable, so all the principals engaged enjoyed the good fare provided.

A LAUNCH SUNK.

A collision occurred in Aberdeen Bay early this morning, during the thick fog, which resulted in the sinking of a launch, which resulted in the sinking of a launch. It appears from the facts that have been so far reported, that the Chinese owned launches "Tong On" and "Rising Star" were proceeding through the bay when they came into contact before either could be made out in the fog. Both launches appear to have had considerable way on as the force of the impact injured the "Tong On" so badly that she filled and sank. Fortunately no lives were lost, the crew and others on board the "Tong On" being rescued by the "Rising Star" and brought back to Hongkong.

THE WATER SUPPLY.

Mr. W. CHATHAM, Water Authority, sends us the following particulars of the Level and Storage of Water in Reservoirs on the 1st April, 1905:

| 1904. | 1905. |
|---|-----------------------------|
| Yat-lee, 45 ft. 10 in. below overflow | 27 ft. 1 in. below overflow |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |
| Wong-choi, 37 ft. 11 in. below overflow | 10 ft. 6 in. do |

Consumption of Water in the City of Victoria and Hill District during the month of March:

| 1904. | 1905. |
|--|--------------------|
| Consumption, 68,250,000 gallons | 68,250,000 gallons |
| Estimated population, 221,500 | 221,500 |
| Consumption per head, 308.3 | 308.3 |
| Intermittent supply in force during the whole month of March 1904, up to 23rd March, 1905. | |
| Consumption of Water in Kowloon Peninsula during the month of March: | |
| Consumption, 12,150,000 gallons | 12,150,000 gallons |
| Estimated population, 121,500 | 121,500 |
| Consumption per head, 99.9 | 99.9 |

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

Life A Chemical Product.

A despatch from Chicago, dated January 4, says:—That life is the result of purely physical and chemical forces, irrespective of any divine or vital force, has been declared by Prof. Albert P. Mathews, of the University of Chicago, to his class in physiological chemistry. While refusing to dispute the theory of the divine origin of life, Prof. Mathews took the stand that the present creation of life has been proved to be the result of purely physico-chemical reactions. "Certain chemical substances," he said, "coming together under certain conditions do and are bound to produce life. There is no getting away from the fact, and the results of laboratory experiments in regard to the production of certain phenomena of life are convincing."

WITH OKU IN MANCHURIA.

IMPRESSIONS OF WAR.

How Correspondents Live and Work.

[FOR THE CHINA MAIL BY MR. F. LIONEL PRATT.]

Dog should not eat dog. There is wisdom in that; in many cases I was of the opinion that the dog would assuredly suffer from malignant indigestion. It would not be a particularly gracious thing for me, one of the youngest and least known of the unhappy corps of correspondents which was attached to the command of General Oku, to express myself with much emphasis in regard to the character and conduct of my conferees. Some men are above any criticism I could pass—such men as Bonner Burleigh, Lionel James of the Times, Melton Prior and Richard Harding Davis. All these have won their spurs long ago and their reputations could not be made or marred by last year's campaign. It is of some of the others I wish to write. There is plenty of material in them.

It is pretty generally known that the correspondents attached to the second army were held captive at Tokyo, in some instances for upwards of six months before they were permitted to proceed to the front. In the meantime important engagements had taken place to Nanchang, Tientsin, Kaiping and Hsiao-hsing, in addition to some smaller encounters. I confess that I was one of those who felt most wrath with the authorities, not so much for not letting us go as for, to use the mildest expression applicable, perpetually misleading us in regard to the date of our departure. I still think that a grave mistake was made in this, a mistake that the authorities realised when it was too late. The position was, however, extremely delicate for the Government. They were inundated by applications from persons representing all classes of papers and in some instances passes were demanded for as many as six gentlemen on behalf of the same organ. The thing was terribly overdone, and if the Government had been wise it would have only issued passes to representatives of four of the greatest papers in England and America and politely but emphatically refused permission to the host of persons representing minor journals and magazines. Unfortunately no discrimination was made and the consequence was that when we actually made our start we were as unlike what was at all events my conception of a corps of war correspondents as we could well be.

Some men had never been inside a newspaper office. They knew as much about newsgathering as about writing. At times when by dint of a number of harmless questions the way of old hands would be just on the eve of eliciting some information of great value the newbom would break in in a brainless kind of way and bluntly ask the question the answer of which we were all ardently waiting to hear. "Of course the doctor being pumped would then be unable to do anything," was the usual reply, then and thereafter. It was the practice of treating us all as if we were representing the same interests which made such contemptuous as these possible. The possibility of getting a "scoop" was almost nil. These were the men who would be ready to handle matter and to carry those who knew neither on their shoulders and this did not add materially to the honours of the camps. Some of the men were drawing lordly salaries who would not earn enough to keep them in civvies as an ordinary newspaper reporter. As these "war correspondents" were held by the authorities to be representative of the journalism of the higher civilization. But that after all is the business of the employers and not mine. Where it affected me, I have the authority to say that I was amongst those who knew something about their profession, was in the impression produced on the mind of the staff by the incompetence and general undesirability of the outsiders. The old story about the dishonest grocer who put the big apples on the top of the case and the very true story that the most apparent remainder is judged. Naturally it was those who had least right who pushed themselves most into prominence.

There is perhaps no surer way of finding out people's inclinations (and inclinations displaying your own to the consideration of a critical world) than living together isolated from civilization. The high seas or a campaign in Manchuria will serve the purpose equally well but for comfort I would recommend the former. Perhaps the most turbulent people we had to endure was the cheerful individual who never by any chance brought any lunch along when we were trekking. He used to ride up on his mule to the tent beneath which we, the wise virgins, were disposing of our new too sufficient repast, and take a seat on the provender. Of course it always ended in someone giving him a hare. When he had finished he would ask in an injured voice if he had any water. If all the bottles were empty he would significantly remark that it was the height of foolishness to neglect to bring sufficient water in such weather and then after graciously accepting some whisky or half a bottle of beer he would borrow a cigarette and ride off. We bore with this infliction for a long time but he spoilt himself. It was one of the worst days we had endured, next to the awful experience before Keping, and none of our temper was too sweet. We had been treated, if not with incivility at least with a very commendable imitation thereof by the post officers at our departure point. We had been misled as to the date of our destination. We were unceremoniously sent to the front and after riding through two or three times and after riding through one midnight we found ourselves in a Chinese house (without any food or dry clothing). Some sapient old campaigner, I think it was Richard Harding Davis, called out, and how it was done I know not, it seemed to me miraculously, although I fancy I could pretty nearly achieve similar success now, he soon returned bearing in tow a Chinese with a basketful of food. We were generally invited to go to fall asleep and we fell to two or three of them. There were some fragments which remained. I believe about two eggs each for our party, of five. These

were put on one side for the morning. Just as we were about to start one of the fellows remembering the eggs said we had better divide them before we left. Accordingly a scotch was made for them; but they were nowhere to be found. Just before we left another correspondent, say in the saddlebag of our no-lunch friend, which was lying open on the kang, the missing eggs. Of course he said nothing at the time, but eventually he told us all. From that day on, (we had no lunch at all that day by the bye also no breakfast,) he never got anything from any of us. Selfishness is its own reward.

A few words about the imaginativeness of correspondents. While I was up at Shihliu, then the headquarters of the second army, I was shown a Japanese newspaper. On the front page extending right across the sheet was the caption "So-and-so under fire." Our intrepid correspondent is the only one to see the battle of Liangyang. All his competitors beaten. "The war was a mere joke," was the truth. "I believe anyone else as he was hideously ill the whole time. Very few of us expected when that notable engagement was in process that he would ever see America again. But we live and learn. There is what another correspondent, an Englishman I regret to say in this case, had to say about the sam-battle. This is an extract from an interview given by this gentleman to an American newspaper:

"At Liangyang the day I wished to see a Japanese lieutenant, who the big fight was going on. He was stationed at General Oyama's headquarters, which were established in the midst of a beautiful Chinese garden. Stepping to the open door I saw a man, clad in an immaculate white suit, sitting quietly at a table reading a Japanese newspaper, which came lately from his face. When I spoke he put the newspaper down and then I saw that I was before Oyama himself. In the house and in the garden outside all was peaceful as if the world had never known of war. You could almost hear the moving clouds rustling over the grass."

Oyama was courteous; he asked me and offered whisky and soda and a good cigar, for both of which I was duly grateful. I had not had a drink in three days—and I was then in inner room where Kodama and other officers were sitting. The talk was jolly and cheerful, almost flippant. I asked for some detail of the fighting. Kodama laughed. "You know too much now," he said with a smile and a gesture. "I don't want to talk about it, and you will make yourself comfortable. We will attend to the fighting. Your dispatches can wait."

And even while the two generals were joking and laughing with me they were attending to the fighting. At intervals of minutes, sometimes covered with the grime of battle, would come in, salute, and deliver verbal messages, brief and terse from some officer in the field.

There was a lot more of it, but I have quoted enough for my purpose. The correspondent in question saw no more of the battle of Liangyang than I saw of the battle of Waterloo. He left his homeward bound three days before it commenced!!!

EXPLODED MINES.

The Chinese despatch boat "Chinghai" was sunk by the native authorities on March 23 to search for floating mines, writes the Chiao-ping paper. The same afternoon she found one drifting about near the island of Yangtsu, about eleven miles from Chefoo. Seven Chinese fired at her from the quaking guns of the vessel without any explosion being effected. The next morning a boat was sent out to fish the mine up, and for that purpose a rope was tied round the thing. The boat then towed the mine in tow, but suddenly it exploded with a great roar. One officer who was present in the boat and one sailor were wounded, although not seriously, and the boat was totally smashed up. The wounded people were sent to the Chefoo hospital, and the mine was found to be a time bomb, which had been planted by several residents of the "lock" of the explosion. If this is the case the explosion must have taken place near to the harbor. The steamer "Pechili," Captain Jorgensen, arrived at Chefoo last Friday with a heavy cargo of goods, which she picked up on her way from Shanghai. The ship was very close to the mine when it was sighted near the North Rock off E-day Island. The steamer stopped and lowered a boat, but the Chinese crew refused to let her go, and she was fired at by the mine. The mine exploded, and the steamer was damaged. The mine was found to be a time bomb, which had been planted by several residents of the "lock" of the explosion.

THE WOMAN WHO IS DISLIKED.

The only woman who is universally disliked, writes Mrs. Dale in the Queen, is she who has unpleasant, abrupt, tactless manner. This sort of woman often prides herself on these, and thinks they denote honesty. She blurs out what she calls the truth on all occasions, forgetting that "Blunt truths more harm than nether falsehoods do." Religious people are fond of quoting "A word in season, how good it is," not realising they have not the slightest idea of what a word in season is. What these good people mean is that they cannot resist the temptation to preach.

Of all tactless women, the teaching women, the preaching women, are the worst—the woman who will not let you make a mistake, who will put you straight, who must always come the schoolmistress over you.

No woman likes to be thought a fool; even if she calls herself one she expects to be contradicted. No fool can have tact. It requires mind and brain of a certain quality to be tactful; not the brain of the learned woman, who may possibly lack perception; not the brain of the merely clever practical woman, who can serve up a dinner of eight courses, but certain sympathetic qualities of mind and heart which enable the possessor to see and feel, which give insight into character, and which enable the possessor to take the mental pulse of others. The essence of tactlessness is that it must be unconscious. The tactless person never knows she is tactless, never knows she is saying the wrong thing, and cannot be made to see she has done so. She blames everybody but herself when offence is taken.

BY WHARF AND WAVE.

Seventeen steamers, totalling 25,000 tons, were launched from the Clyde shipbuilding yards during November.

In virtue of a recent law, the insurance of the lives of children under 12 years of age is forbidden in France.

A useful addition has been made to the Navy by the delivery of the cruiser "Amethyst." This warship is the first turbine vessel to be added to the Fleet, and for this reason her advent is of special importance. She was laid down in January, 1903, at the yard of Sir W. G. Armstrong, Whitworth, and Co., at Elswick, and is one of four vessels of the Jewel class which also comprises the "Topaz," "Diamond," and "Sapphire." The cruiser's turbine engines have been fitted by the Parsons Marine Turbine Company, and her contract speed is 21.75 knots. In her recent trials on the measured mile off the Tyne, her turbines propelled her at the rate of 23½ knots. Her cost is over £230,000, and the equipment consists of twelve 4-inch guns and eight 2-pounder quick-firers. This turbine cruiser will be commissioned under Commander A. H. Williamson, and she will relieve the "Hermes" in the Atlantic Fleet. Vice Admiral Sir William May will make a special report on her work in commission, and from the data obtained the Admiralty will decide upon the merits of turbine engines for future construction. Turbine ships are growing in favour with shipbuilders, and from the Tyne and Clyde many ocean tramps are, and will be, under construction, including the new Canard liner, the "Barmenia." The cruiser "Defence," now in course of construction at Portsmouth, is to embody some distinct improvements over other turbine ships of her class. No armour is to be carried above the main deck, and this saving of weight will allow a heavier armament to be mounted. She will carry four 9.2-in. guns and ten 7-in. torpedo tubes will be numerous than on a similar vessel, her deck protection will be greater, and she will have five boiler-rooms for cylindrical and water tube boilers.

TO REACH THE SOUTH POLE.

A Motor Car Suggested.

Mr. O. Bernacchi, who was on the scientific staff in the recent voyage to the Antarctic regions, conducted by Captain Scott, was entertained recently at a dinner given by the National Liberal Club, and presided over by Sir Martin Conway.

Mr. Bernacchi, in the course of an address, said the equipment of the "Discovery" from a scientific standpoint consisted of instruments for making a magnetic survey of the Southern Hemisphere. The magnetic observations for which Government had given a grant he considered had been successfully carried out. They would henceforth be able to correct the magnetic charts for the purposes of navigation. The expedition had also discovered a number of new biological specimens. The temperature of the Antarctic latitudes was lower than the average latitudes in the Arctic region. The extreme cold they recorded was 100 deg. of frost.

Proceeding, he remarked that the greatest discovery amongst the members of the Expedition, due in great measure to the immense popularity of Captain Scott, He thought that the British temperaments was better adapted than that of any other nationality to polar explorations. The expedition had discovered the existence of a considerable Antarctic continent. This, he thought, was an important discovery. He thought that the South Pole would be sooner reached than the North Pole. In the north there was a frozen sea constantly moving, while in the south there was a continent. By the aid of dogs, or some sort of motor, he thought it would be possible to reach the South Pole.

The North German Lloyd steamer "Kohn" has taken to Baltimore Captain Yetmann and four sailors of the British schooner "Harold," which had been caught in a terrible water-spray and totally wrecked.

Wireless telegraph apparatus is to be established on the train of the New York Central and the Lake Shore Railways in the United States. It will be used for signalling purposes as well as for despatch messages.

To-day's Advertisements

NOTICE.
MRE. J. MOSES has authority to sign our Firm from this Date.
TOB & READ.
Hongkong, April 12, 1905. 768

FOR SALE OR TO LET.

MARTINEAU—A Five-roomed BUNGALOW on BAKER ROAD, The Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.
Apply to
J. S. VAN BUREN,
20, Des Voeux Road.
Hongkong, April 12, 1905. 774

TO LET—UNFURNISHED.

From 1st MAY.
DESIRABLE RESIDENCE IN BAKER ROAD, The Peak, (No. 134), containing 2 reception and 4 good bedrooms, excellent Bathrooms and Servants' Quarters, present occupier leaving the Colony.
Apply to
"B. O. R."
Care of "CHINA MAIL" Office,
Hongkong, April 12, 1905. 776

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship DUMBEA, Captain _____, will be despatched for the above ports on or about MONDAY, the 17th inst.
G. DE CHAMPEAUX, Agent.
Hongkong, April 12, 1905. 778

To-day's Advertisements

GROSSWOOD BRAND OF PAINTS, VARNISHES AND OILS.

As applied to the LEADING NAVIES, SHIPOWNERS AND SHIPBUILDERS.
Manufactured by Gross Sherwood & Heald, LIMITED, London.
SOLE AGENTS:—HARRY WICKING & CO., Hongkong, Hongkong, January 6, 1904. 70-8

THE DAIRY FARM CO., LD.

FROZEN PRODUCE.
QUAIL 20 Cents Each.
SNIPES 25 " "
PARTRIDGES 75 " "
TEAL 43 " "
PHEASANTS \$2.00 a Dozen.

PRIME YORKSHIRE HAM

70 Cents per lb.
Hongkong, April 12, 1905. 772

COTTAM & CO.,

HIGH-CLASS OUTFITTERS.
JUST ARRIVED:
NEW LINE SUMMER GOODS.

SUMMER COLOURED TUNIC SHIRTS, WHITE GAUZE SHIRTS, PYJAMA SUITS, BOSTON GARTERS, BADEN POWELL COLLARS, BROWN BOOTS.
The Latest Fashions in High-class NECKWEAR.
EVERY SEASONABLE NOVELTY.
HONGKONG HOTEL BUILDING.
Hongkong, April 12, 1905. 771

HONGKONG CLUB.

NOTICE.
THE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, on THURSDAY, the 20th April, 1905, at 8 p.m.
By Order,
O. H. GRACE, Secretary.
Hongkong, April 12, 1905. 789

THE HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!
COMMENCING ON SUNDAY, the 18th April, and until further notice the s.s. "HONAM," will (weather permitting) make a Special Trip every SUNDAY to Macao and back. Hours of Departure: from Hongkong 9 A.M. from Macao 7 P.M.
Return Fares:—First-class \$4.00, Second Class \$2.00. Children under 12 half price. Tickets may be obtained at the Office of the Company, or on board the steamer. No CHITS will be accepted, and servants, passages must be paid for.

I. ARNOLD, Secretary.
Hongkong, April 12, 1905. 770

WANTED.

FROM 1st August, or sooner, a 5 to 7 ROOMED FLAT for OFFICES.
State Street and Number to "FOXTONE,"
Care of "CHINA MAIL" Office,
Hongkong, April 12, 1905. 773

A SHORT HAired BLACK SPANIEL DOG, answering to the name of PRINCE.

Finder will be rewarded, on returning same to E. HUMPHREYS, c/o Butterfield & Swire.
Hongkong, April 12, 1905. 767

JUST LANDED.

NO Toilet Requisites are complete without these Soaps.
PLANTAL FLORAL AND NATURAL ROSE SOAP.
Guaranteed made from Fruits and Flowers and to contain no animal fat. They are soothing and refreshing to the delicate skin.
Also, CARNAVAL (A LA ROSE) AND STARKLIGHT SOAPS.
Pure, economical, agreeable and highly perfumed and a perfect Toilet and Nursery Soap.
NOW ON SHOW.
H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong, Nos. 57 & 59, Egin Street, Kowloon.
Hongkong, April 8, 1905.

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known Growers, Brewers and Distillers.
PRICE LIST ON APPLICATION.
BARRETT & CO., Agents,
No. 23 & 24, BAX 3 BUILDING, Queen's Road.
[1691]

ROBINSON PIANO COMPANY, LTD.

WITH 17 YEARS' EXPERIENCE OF THE HONGKONG CLIMATE.

MANUFACTURE IRON FRAMED PIANOS

\$375, \$420, \$495.

BEST MAKES OF IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$825, \$495, \$585.

PIANOS FOR HIRE

OR ON CREDIT PAYMENTS.

TALKING MACHINES AND RECORDS.

PIANO TUNERS

ONLY EXPERIENCED MEN EMPLOYED.

PIANO REPAIRS

ESTIMATES FREE.

MUSIC OF EVERY DESCRIPTION.

PAROELS ON APPROVAL.

WEISMANN LTD.,

34, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 40.

DEGS to inform the Public of Hongkong and Kowloon that they have just received a Fine Stock of ASSORTED CHOCOLATES AND CANDIES.

from the different Leading Firms in Europe and America, which are now on show at their premises; also all sorts of HOME-MADE CANDIES AND CHOCOLATES of the Finest Quality, Loose or in Boxes.

All kind of FANCY CAKES, etc. Orders taken for any kinds of Special Cakes or Puddings.

AN EARLY INSPECTION IS INVITED.
H. WEISMANN, Manager.
Hongkong, December 17, 1904. 1634

The BURLINGTON

DRESS-MAKING and MILLINERY ESTABLISHMENT,

2, PEDDER'S STREET.

BUSINESS will be commenced sometime next week.

Over 300 Varieties of HATS

of the latest fashion personally selected by our Milliner from the best Houses in the Trade.

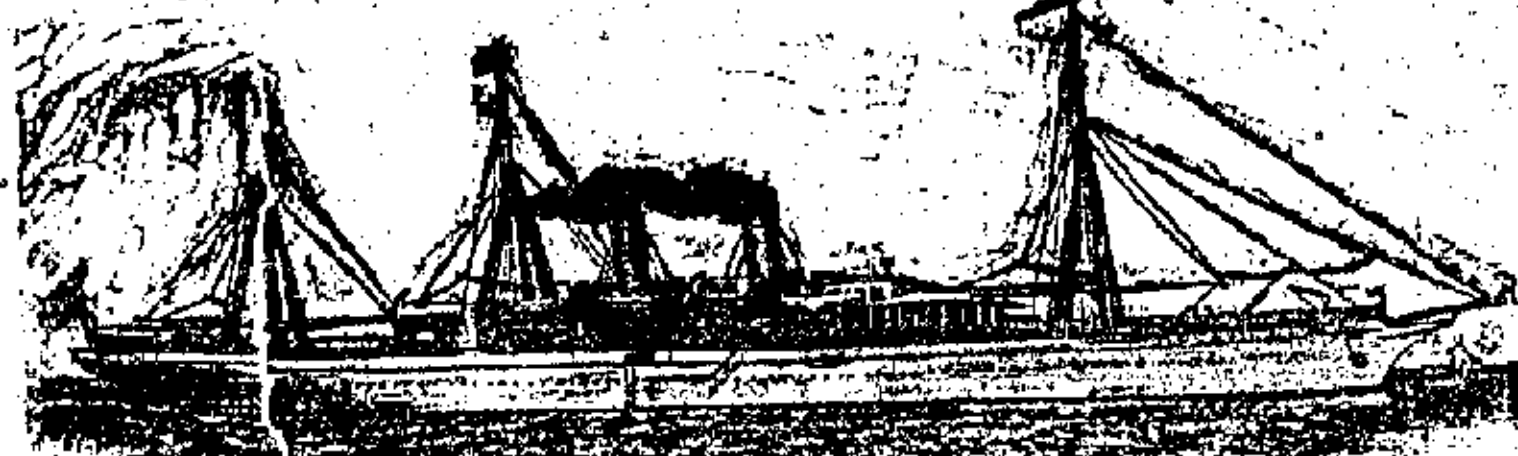
PRICES UNPRECEDENTEDLY LOW.
Hongkong, April 11, 1905. 666

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANYWILL dispatch VESSELS to the Undermentioned PORTS on the DATE
named—

| FOR | STEAMERS | TO SAIL ON | REMARKS. |
|---|----------|----------------------|-------------------------------|
| YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE (Passing through the Inland Sea.) | Yokohama | About 15th April. | Freight only. |
| SHANGHAI | Yokohama | About 21st April. | Freight and Passage. |
| LONDON, &c. | Yokohama | 2nd April. | See Special Advertisement. |
| LONDON & ANTWERP, VIA S'PORE, PANG, C'BO, PORT SAID AND MARSEILLE. | Yokohama | About 28th April. | Freight and Passage. |

For further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, April 12, 1905.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.
VIA CANADA AND THE UNITED STATES.
Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Calling at SHANGHAI, leaving 8 to 7 days across the Pacific.

| PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.) | STEAMERS | TO SAIL ON | REMARKS. |
|---|------------|----------------------|----------|
| R.M.S. EMPRESS OF INDIA | 6000 Tons. | WEDNESDAY, April 19. | |
| R.M.S. TARTAR | 4250 Tons. | WEDNESDAY, April 26. | |
| R.M.S. EMPRESS OF JAPAN | 6000 Tons. | WEDNESDAY, May 10. | |
| R.M.S. ATHENIAN | 3882 Tons. | WEDNESDAY, May 24. | |
| R.M.S. EMPRESS OF CHINA | 6000 Tons. | WEDNESDAY, May 31. | |

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262.
Intermediate on Steamers, " " " 240, " " 242.THE magnificent "EMPEROR" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only
at intermediate rates, affording the best accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further Information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
D. W. CRADDOCK, Acting General Agent,
HONGKONG, March 29, 1905.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP. | TONS. | CAPTAIN. | TO SAIL AT DAYLIGHT ON. |
|------------|-------|----------|-------------------------|
| NICOMEDIA | 4370 | WAGNER | April 14, 1905. |
| NUMANTIA | 4370 | BRUNNER | April 26, 1905. |
| ARABIA | 4428 | BAHLE | May 11, 1905. |
| ARAGONIA | 5198 | SCHULTZ | May 30, 1905. |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, April 12, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVES |
|--|--------------|-----------------------------------|
| SHANGHAI, VIA SWATOW, AMOY AND FUOCHOW. | TRIUMPH | THURSDAY, April 13, at 8 a.m. |
| TAMSOI, VIA SWATOW AND AMOY. | PROTEUS | SUNDAY, 16th April, at 8 a.m. |
| ANPING, VIA SWATOW, AND AMOY. | JOESTERNHORN | WEDNESDAY, April 16, at 8 a.m. |

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, April 7, 1905.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

| STEAMSHIP. | TONS. | CAPTAIN. | TO SAIL. |
|------------|-------|----------------|-----------------|
| SHAWMUT | 9908 | E. V. Roberts | About April 13. |
| TREMONT | 9908 | T. W. Garlick | About April 23. |
| LYRA | 4417 | G. V. Williams | About May 15. |

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9908 tons Capt. T. W. Garlick About 16th April.
S.S. LYRA 4417 tons Capt. G. V. Williams About 3rd May.CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.The Twin-screw a.s. Shawmuts and Tremonts are fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
enables them to carry a large cargo of goods and passengers.
Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply toDoddwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, April 7, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AFRICAN, JAPAN, AND SUMATRA PORTS.

OUTWARDS.

| FROM | STEAMERS | TO SAIL ON |
|-----------------------|-----------|-------------|
| GLASGOW AND LIVERPOOL | TELEMACUS | 17th April. |
| GLASGOW AND LIVERPOOL | DIOMEDES | 21st April. |
| GLASGOW AND LIVERPOOL | CAUCHAS | 24th April. |
| GLASGOW AND LIVERPOOL | MOYNE | 1st May. |
| GLASGOW AND LIVERPOOL | KINZUKU | 6th May. |
| GLASGOW AND LIVERPOOL | MENELAUS | 16th May. |
| GLASGOW AND LIVERPOOL | NINGCHOW | 18th May. |

HOMWARDS.

| FOR | STEAMERS | TO SAIL ON |
|---------------------------------|-----------|-------------|
| * GENOA, MARSEILLES & LIVERPOOL | ALPHONSO | 20th April. |
| AMSTERDAM, LONDON & ANTWERP | KAROW | 25th April. |
| AMSTERDAM, LONDON & ANTWERP | JASON | 5th May. |
| * GENOA, MARSEILLES & LIVERPOOL | LARDES | 20th May. |
| AMSTERDAM, LONDON & ANTWERP | DIOMEDES | 23rd May. |
| AMSTERDAM, LONDON & ANTWERP | CAUCHAS | 26th May. |
| * GENOA, MARSEILLES & LIVERPOOL | DEGAUCHON | 20th June. |
| AMSTERDAM, LONDON & ANTWERP | KINZUKU | 20th June. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL ON |
|---|-----------|-------------|
| VICTORIA, SEATTLE, TACOMA, and TELEMACUS | TELEMACUS | 20th April. |
| all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA | NINGCHOW | 21st May. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, April 10, 1905.

CHINA NAVIGATION CO., LD.

| FOR | STEAMERS | TO SAIL ON |
|----------|----------|-------------|
| SHANGHAI | WOODHUE | 14th April. |
| MANILA | TAIYUAN | 18th April. |
| LOILO | SINORANG | 21st April. |
| SHANGHAI | TAIWAN | 22nd April. |

MANILA, LAMBAANG, PORT DAR-
WIN, THURSDAY ISLAND, COOK
TOWN, OAHU, TOWNSEND,
HUSBAND, SYDNEY & MELBOURNE.
CHIEFOO & TIENTSIN
KOREAThe attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Untravelling Table.
A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand, and other
Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, April 11, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewards carried—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captains. | For | Sailing Dates. |
|------------|-------|--------------|---------------|----------------------|
| ZAFIRO | 2640 | R. Rodger | Manila Direct | April 15, at 10 a.m. |
| RUBI | 2640 | A. H. Netley | " | Apr. 22, at 10 a.m. |

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, April 10, 1905.

SOUTH AFRICAN LINE OF
STEAMERS.HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

| STEAMSHIP | CAPTAIN | TO SAIL ON |
|---------------------|----------------------|------------|
| S.S. STANLEY | Captain J. P. Dawson | 1st May. |
| S.S. COURTFIELD | " J. W. Martin | 15th May. |
| S.S. ORANLEY | " W. E. Steele | 29th May. |
| S.S. KEARNEY | " M. Robertson | 12th June. |
| S.S. ASHOK | " G. E. Cox | 26th June. |
| S.S. LOTHIAN | " J. G. Williamson | 10th July. |
| S.S. INKUM | " E. S. Pease | 24th July. |
| S.S. SIKI | " J. Rowley | 7th Aug. |
| S.S. ROFALA | " G. Shepherd | 21st Aug. |
| S.S. INDRAPALMA | " J. Cunningham | 4th Sept. |
| S.S. INDRAPALLI | " Geo. Brown | 18th Sept. |
| S.S. SEALDA | " Corp. | 2nd Oct. |
| S.S. CATHERINE PARK | " Corp. | 16th Oct. |
| S.S. INKULA | " Corp. | 30th Oct. |

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queen-
sland Ports, and taking through cargo
to Adelaide, New Zealand,
Tasmania, &c.)THE Steamship
EMPIRE,
Captain HELMS, will be despatched for
the above Ports on SATURDAY, the 6th
May, at Noon.
This well-known Steamer is specially
fitted for Passengers, and has a Refrig-
erating Plant, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.
This Steamer is installed throughout with
the Electric Light.
A fully qualified Surgeon and Stewards
are carried.
Y.R.C.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.
For Freight or Passage, apply toGIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 11, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.
VIA PORTS AND SUEZ CANAL.With Liberty to Call at Malabar Coast.
Proposed Sailing from Hongkong
STEAMERS. To SAIL. 1905.
LOWTHER CASTLE About April 18.
SAGAMI About May 20.
HINDUSTAN About June 6.
ERROLL Following.
For Freight and further information,
Apply to
DODDWELL & CO., LTD.,
Agents.

Hongkong, April 11, 1905.

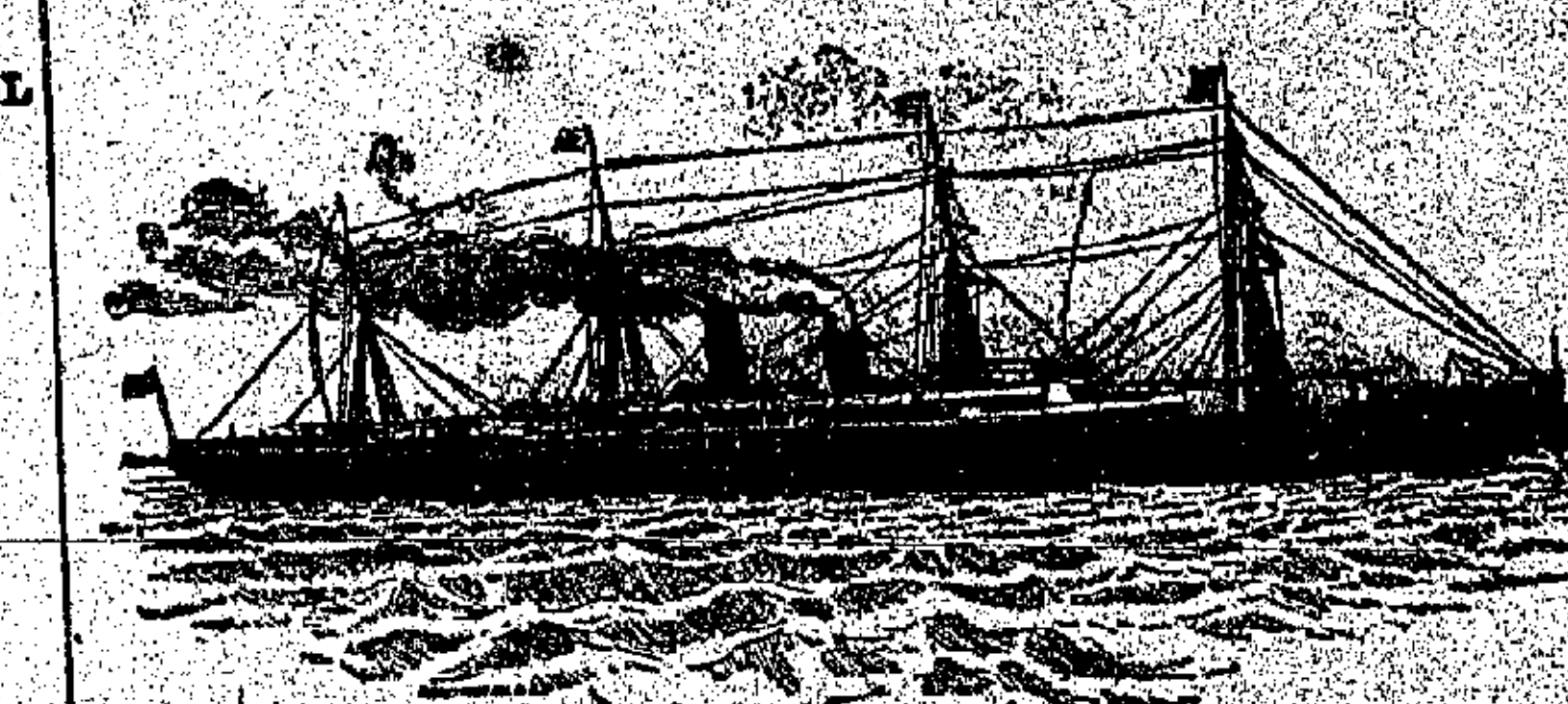
BEN LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.THE Steamship
BENALDY,
Captain McLEOD, will be despatched
above on or about 5th May, 1905.
For Freight apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 11, 1905.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND
ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.Only line taking the warm Southern Route across the Pacific, via HONOLULU,
the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS | TO SAIL ON |
|-----------|--|
| SIBERIA | 11,284 Gross Tons. TUESDAY, 19th April, at Noon. |
| MONGOLIA | 13,630 " FRIDAY, 23rd April, at Noon. |
| CHINA | 5,160 " TUESDAY, 26th May, at Noon. |
| DORIC | 4,784 " WEDNESDAY, 28th May, at Noon. |
| MANCHURIA | 13,630 " WEDNESDAY, 31st May, at Noon. |
| KOREA | 11,276 " TUESDAY, 13th June, at Noon. |
| COPTIC | 4,852 " THURSDAY, 22nd June, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-23rd, 1902; 10 days, 15 hours.THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, (YAMAGUCHI, YOKOHAMA, and HONO-
LULU) on TUESDAY, the 18th April, at Noon, taking Freight for Japan, the United
States, and Europe. Passengers are allowed to break their journey at any point
en route.SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.For further information as to Passage and Freight, apply to the Agency of the
Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, April 6, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL ON |
|--|----------|--------------------------------|
| * AMOY AND MANILA | YUENSANG | FRIDAY, April 14, at daylight. |
| * SHANGHAI | HANGSANG | MONDAY, April 17, at 4 P.M. |
| TIENTSIN | WOSANG | THURSDAY, April 20, at 3 P.M. |
| * SINGAPORE, PENANG, NAMSANG AND CALCUTTA | NAMSANG | TUESDAY, April 25, at 3 P.M. |

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze
Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, April 6, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR
SAIGON, SINGAPORE, BA-
NAT, COLOMBO, INDIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN, AND
BLACK SEA PORTS.THE Steamship
TONKIN,
Captain CHARBONNET, will be despatched for
MARSEILLES on TUESDAY, the
18th April, 1905, at 1 P.M.
Passage Tickets and through Bills of
Lading issued for above ports.
Cargo also booked for principal places in
Europe.Next Sailings will be as follows:—
S.S. ARMAND BERG May 9, 1905.
S.S. DANIEL May 13, 1905.
S.S. HENRI SINGES May 30, 1905.
G. DE CHAMPEAUX,
Agent.

Hongkong, April 7, 1905.

AUSTRIAN NAVI-
GATION
LLOYD'S
STEAM
COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for BATA-
VIA, PERAK, GULF, CON-
TINENTAL, AFRICA, AND
SOUTH AFRICAN PORTS.THE Steamship SIMLA, Captain
F. R. Sommers, carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
23rd April, at Noon, taking Passengers
and Cargo for the above Ports in con-
nection with the Company's s.s. Moldavia
9,500 tons, from Colombo. Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.SUEZ and Yalta, all Cargo for France,
and for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Moldavia, due in London on the 4th June,
1905.Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.
For further Particulars, apply toL. S. LEWIS,
Acting Superintendent.

Hongkong, April 8, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK VIA PORTS AND
SUEZ CANAL.
(With Liberty to call at the Malabar
Coast.)PROPOSED SAILINGS.
S.S. ATHOLL about 15th May, 1905.
S.S. NORFOLK about 15th June, 1905.
For Freight and further information,
apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, April 11, 1905.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.THIS Steamship Cathartus, having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from along-
side.Cargo impeding the discharge will be
landed at once at Consignees' risk and
expense. Cargo remaining on board after
4 p.m. of the 13th inst., will be
landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, Limited.Consignees of Cargo from Singapore and
Penang are requested to take immediate
delivery of their Goods from alongside
such Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, April 10, 1905.

NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship Cathartus, having
arrived from the above Ports, Con-
signees of Cargo are hereby requested to
take immediate delivery of their Goods
from alongside.Cargo impeding the discharge will be
landed at Consignees' risk and expense
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, April 11, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP SHAWMUT.

FROM TACOMA—VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
MANILA.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.No Fire Insurance will be effected by
us in any case whatever.DODDWELL & CO., LTD.,
Agents.

Hongkong, April 10, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER COLONMANNEL.FROM BOMBAY, COLOMBO AND
STRAITS.CONSIGNEES of Cargo by the above
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.This Vessel brings Cargo—
From London, &c., ex s.s. Victoria.
From Persian Gulf, ex s.s. B. I. S. N.
and B. and P. S. N. Co's steamers.
Optional goods will be landed here, un-
less instructions are given to the contrary
before 10 a.m. TUESDAY.Goods not cleared by the 13th inst.,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by
us in any case whatever.Unsorted packages must be left in the
Godowns for examination by the Con-
signees and the Co.'s representatives at an
appointed hour. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which time they cannot
be recognized. No claims will be admitted
after the goods have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, April 7, 1905.

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE.

CONSIGNEES of

